

N I N T H
ANNUAL REPORT
OF THE
RAILROAD COMMISSIONER
OF THE
State of Vermont
TO THE
GENERAL ASSEMBLY.
OCTOBER SESSION, 1864.

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COMMISSIONER'S REPORT.

To the General Assembly of the State of Vermont :

The undersigned respectfully submits the following report upon the condition and management of the railroads in this State, for the current official year :

In accordance with the duties of the Commissioner, I have furnished to the several railroads of the State blank forms, to be filled up by the officers thereof, agreeably to Chapter 28, Section 124, of the General Statutes. The officers of the several roads have made and furnished their reports at the times here indicated, to wit :

Vermont Central, August 20, 1864,

Atlantic & St. Lawrence, August 27, 1864.

Vermont & Massachusetts, August 30, 1864.

Vermont Valley, September 2, 1864.

Vermont & Canada, September 3, 1864.

Connecticut & Passumpsic Rivers, Sept. 10, 1864.

Rutland & Burlington, October 7, 1864.

Rutland & Whitehall, October 1864.

To which I refer, as showing the financial condition and management of the roads for the current year. I have passed over all the railroads in the State, with the exception of the Rutland & Whitehall, and Southern Vermont roads. I have walked over long sections of the roads, examined bridges, culverts, high embankments, &c., and have found the roads generally in very good condition, with the exception of the Atlantic & St. Lawrence. This road, so far as the iron on the track has not been renewed and repaired, is still in bad condition. This, I believe, is not so much the fault of the present as the *past* management of the road.

I met with several agents and officers of the road at Island Pond, whose kind attentions and manifest solicitude for the speedy repair of the same I would gratefully remember. I have also had correspondence with the managing director of the Grand Trunk Railway, Hon. Mr. Brydges, who informs me that but for unforeseen embarrassments, the road, so far as Vermont is concerned, would now be in good repair; that contracts for re-rolling iron, and for the delivery of new ties, from parties in whom they had full confidence, have failed or been refused entirely, and that in consequence, they have been obliged to transport worn and broken rails from the States to Toronto for re-rolling, and thence back again, subjecting the same to payment of U. S. duty. I have, nevertheless, the assurance of Mr. Murphy, road master, that he will put down new rails, equal to about eight miles in all, before the freezing up of

winter. Such amount of new iron, if judiciously replaced, would put the whole track in this State in safe running condition.

It will be seen from the reports that the number of accidents exceed those of the last annual report. Under the term *accident*, is uniformly expressed all losses of life and injury to persons and property, but there are cases where the term is inappropriate. When any train or engine is allowed to enter upon the track in the running time of some other train, and loss of life ensues, that loss is from no accident, but the result of deliberate crime and recklessness. Human life cannot be too much the care of the State, and the duty of enacting measures for its preservation rises in importance above all other subjects of legislation. Our country is just now taking sad, though needful, lessons upon this subject. The rigid discipline of the camp and the hard necessities of battle are steeling the hearts of our citizen soldiers to the indifference of him whose trade is war. Will it be surprising if this feeling should be shared in some measure by the whole people? The Legislature has made no regulation as to the running of trains, only while passing through depots. The engineer is required by the superintendent to leave stations *on time*, but failing to do that, the matter of making up for delays is left with the Conductors and Engineers and whether the train shall run at twenty, or dart off at sixty miles the hour, depends upon the ambition of those having for the time unlimited control.

I have no want of confidence in the Conductors and Engineers upon our Vermont railroads, but the danger lies most with the traveling public, which in this fast age is always impatient of delay and constantly inciting to fast driving. Still should there be a collision or a train be thrown from the track, the blame will all be cast upon the officers and managers of the roads.

I am aware that there are objections and difficulties to be urged against interference by the Legislature as to the speed of running trains, such as the importance of making connections upon all through lines and thoroughfares, but that point were best secured by industry and energy at the start, rather than by reckless driving afterward, for notwithstanding the impatience and hurry of travelers, there are very few that are really in a hurry to make connections with another world.

The hazards of fast driving do not originate from want of skill or care on the part of Engineers, but rather from the character and increased business of the roads themselves. Composed of a single track, and that tortuous and winding round hillsides, through ravines, deep cuts, &c., with the view ahead completely obscured at very short intervals, still some train will be passing any given point of these roads at every hour in the twenty-four, whether it be by day or in the darkest night and storm. 'Tis sufficient evidence of the skill and care and watchfulness of our Engineers that there have been so few disasters upon Vermont railroads.

But whether any direct action of the Legislature is needful upon this subject, I would leave to the assembled wisdom of the State.

The directors and managers of the several roads are worthy of great commendation for the energy and promptitude they have infused into all the working departments of such a complicated and expensive business, especially at a time when labor and material of every kind that is required to repair and operate railroads has more than doubled in cost. Still they have managed to meet the greatly increased demand for transportation of persons as well as the augmented supplies for both peace and war.

Respectfully submitted,

G. H. RICE, *Railroad Commissioner.*

SOUTH HERO, October 14, 1864.

DOCUMENTS.

Form of Annual Report required by the Commissioner of the several railroad companies for the year ending June 30, 1864 :

ANNUAL REPORT OF THE — RAILROAD COMPANY, FOR THE YEAR ENDING JUNE 30, 1864.

TABLE A.

STOCK AND DEBTS.

NOTE.—Under this head state the amount paid for interest, discounts, &c., amount of funded debt, floating debt—rate of interest—amount of interest coupons due and unpaid.

TABLE B.

COST OF CONSTRUCTION.

Total cost of construction as per last report,
Expended since last report, viz :

For graduation and masonry,.....
“ bridges,.....
“ rails,
“ chairs, spikes and ties,.....
“ laying superstructure,
“ buildings and fixtures,.....

NOTE.—State also, the progress of the work, cost of graduation, superstructure, and all incidental expense, on any extension or alteration of road, to June 30, 1864.

Also state the amount paid for interest, discount, &c., charged to construction account.

TABLE C.

EQUIPMENT.

Total cost of equipment as per last report,.
 Expended since last report,.....
 Total cost of road and equipment,.....

TABLE D.

CHARACTERISTICS OF ROAD.

Length of road,.....
 " " completed,.....
 " " branches,.....
 " " side track,.....
 Weight of rail per yard,.....

NOTE.—State length of road, branches and side tracks within the State.

CHARACTER AND LENGTH OF BRIDGING.

	No. of structures.	No. of spans	Length bridging in feet.
Trestle bridging,			
Truss bridging, 50 feet span and under,.....			
Truss do. from 50 to 100 feet span,.....			
Truss do. from 100 to 150 feet span,.....			
Truss do. 150 feet span and over,.....			
Draw bridges,.....			
Totals,....			

Number road crossings at grade,.....
 Number road crossings above and below
 grade,,
 Number of cross ties per mile,.....
 Chairs, number per mile,.....
 Whole number of switches on main track,..

GRADIENTS AND ALIGNMENT.

Level, number of miles,
 Maximum grade,
 Amount of straight line, miles,
 Amount of curved line, miles,
 Maximum radius,
 Minimum radius,
 Sum of ascents going in one direction,
 Sum of ascents going in opposite direction,
 Height of termini & summit above tide water,

BUILDINGS AND FIXTURES.

Passenger houses,
 Freight houses,
 Engine houses,
 Repair shops,
 Water stations,
 Dwellings,
 Wood sheds,
 Turn tables,

Other buildings, as follows :

EQUIPMENT-

Number of cars owned by the company, June 30, 1864.

	Under 16 tons.	16 to 20.	20 to 25.	25 to 30.	30 tons and over.
In good repair,.....					
Requiring slight repairs,.....					
Requiring heavy repairs,.....					
Worn out,.....					

First class 8 wheel passenger cars in good
 repair,
 First class 8 wheel passenger cars wanting
 repair,
 Second class 8 wheel passenger cars in good
 repair,
 Second class 8 wheel passenger cars wanting
 repair,

Baggage, express & mail cars in good repair,
Baggage, express & mail cars wanting repair
Covered freight and cattle 8 wheel cars in good repair,.....
Covered freight and cattle 8 wheel cars want- ing repair,.....
Platform 8 wheel cars in good repair,.....
Other freight cars,.....
Gravel cars,.....
Average weight of passenger cars,.....
Average weight of baggage cars,.....
Average weight of box cars,.....
Average weight of platform cars,.....

TABLE E.

BUSINESS OF THE YEAR.

Miles run by passenger trains,.....
Miles run by freight trains,.....
Miles run by gravel and construction trains,
Miles run by wood trains,.....
Number of through passengers carried in cars
Number of way passengers,.....
Number of passengers having passes,.....
Number of miles travelled by way passengers,
Average distance traveled by way passen- gers,.....
Number of miles traveled by passengers having passes,.....
Number of tons of through freight,.....
Number of tons of way freight,.....
Number of tons of way freight carried 1 mile,
Number of tons of through freight moved towards market,.....
Number of tons of through freight moved from market,.....
Number of tons of way freight moved towards market,.....

Number of tons of way freight moved from market,
Average rate of speed of ordinary passenger trains,
Average rate of speed of express trains,
Average rate of speed of freight trains,
Rate of fare charged 1st class through passengers per mile,
Rate of fare charged 1st class way passengers per mile,
Average rate of fare charged 2d class passengers, per mile,
Rate per ton per mile charged on 1st class through freight,
Rate per ton per mile charged on 2d class through freight,
Rate per ton per mile charged on 3d class through freight,
Rate per ton per mile charged on 4th class through freight,
Rate per ton per mile charged on 1st class way freight,
Rate per ton per mile charged on 2d class way freight,
Rate per ton per mile charged on 3d class way freight,
Rate per ton per mile charged on 4th class way freight,
Total number of tons of freight carried 1 mile,
Total number of passengers carried 1 mile,

TABLE F.

EXPENSES OF MAINTAINING ROADWAY AND REAL ESTATE,

For the year ending June 30, 1864.

Ordinary repairs of road bed and super-structure,

Extraordinary repairs of road bed,.....	
Cost of new rails used in repairs,.....	
Number and weight of chairs,.....	
Weight of spikes,.....	
Cost of repairs of rails,.....	
Number of cross ties used for renewals,...	
Cost of same,.....	
Cost of relaying rails and ties,.....	
Insurance and taxes on real estate,.....	
Repairs of bridges,.....	
" stations,.....	
" fences,.....	
" masonry,.....	
Total,.....	

COST OF REPAIRS OF MACHINERY.

Repairs of engines and tenders,.....	
Repairs of passenger and baggage cars,...	
Repairs of freight cars,.....	
Repairs of tools and machinery in work shops,.....	
Oil used about workshops,.....	
Fuel,.....	
Waste,.....	
Other items in detail as follows :	
Total,.....	

TABLE G.

COST OF OPERATING THE ROAD.

For the year ending June 30, 1864.

Wood, including cost of preparing the same,	
Number of cords of wood used by locomotives,	
Number of tons of coal used by locomotives,	
Number of cords of wood used at stations,	
Number of tons of coal used at stations,...	
Number of cords lost by fire,.....	
Number of gallons of oil,.....	
Number of pounds of waste,.....	

Cost of oil & waste for engines & tenders,	
“ “ passenger & baggage cars,	
“ “ freight cars,.....	
Loss and damage of goods,.....	
Loss and damage of baggage,.....	
Damages for injuries to persons,.....	
Damages to property, including fire and animals killed on road,.....	
Office expenses and stationery,.....	
Number of agents,.....	
Number of clerks,.....	
Labor loading and unloading freight,....	
Porters and watchmen,.....	
Switchmen,.....	
Wood and water station attendance,.....	
Conductors and baggagemen,.....	
Brakemen,.....	
Enginemen and firemen,.....	
For salaries of trustees, president, direc- tors, secretaries, treasurer and super- intendent,.....	
For printing stationery and office expenses,	
For law expenses,.....	
Other expenses in detail, as follows :	
Total,.....	

RECAPITULATION OF EXPENSES.

Maintaining roadway,.....	
Repairs of machinery,.....	
Operating,.....	
Proportion of expenses due to passenger business,.....	
Proportion of expenses due to freight busi- ness,.....	
Total,.....	

TABLE H.

EARNINGS, RECEIPTS AND PAYMENTS.

Earnings and Receipts.

From passengers,.....	
-----------------------	--

From freight,.....

From other sources, viz :

Expresses,.....

Mails,.....

Rents,.....

Miscellaneous,.....

Payment other than for Construction.

For transportation expenses, viz :

For passenger business,.....

For freight business,.....

For other business, and what,.....

For interest on funded debt,.....

For interest on floating debt,.....

For dividends,.....

For carried to surplus fund,.....

For amount of surplus fund,.....

VALUE OF MATERIALS ON HAND.

Wood, cords of,.....

Coal, tons of,.....

Oil, gallons of,.....

Waste, pounds of,.....

Iron rails, tons of, old,.....

iron rails, tons of, new,.....

Chairs, pounds of,.....

Spikes, pounds of,.....

Ties, number of,.....

Iron and other metals, unwrought,.....

Iron and other metals, worked and partly

worked,.....

Lumber,.....

Other items specified as follows :

COST OF TRANSPORTATION.

Actual cost of transporting freight per ton,
per mile,.....

Actual cost of transporting passengers, per
mile,.....

DETAILS OF EARNINGS FOR THE YEAR ENDING JUNE 30, 1864.

SOURCE.	JULY, 1863.	AUGUST.	SEPT.	OCTOBER.	NOVEMBER.	DECEMBER.
Through passengers, . . .						
Way passengers,						
Through freight,						
Way freight,						
Express,						
Transport of mails,						
Use of engines,						
Use of cars,						
Rent,						
Other earnings specified in detail as follows:						
Total,						

DETAILS OF EARNINGS (CONTINUED.)

SOURCE.	JAN., 1864.	FEBRUARY.	MARCH.	APRIL.	MAY.	JUNE.
Through passengers,.....						
Way passengers,.....						
Through freight,.....						
Way freight,						
Express.....						
Transport of mails,.....						
Use of engines,.....						
Use of cars,.....						
Rent,.....						
Other earnings specified in detail as follows :						
Total,.....						

TABLE I.

ACCIDENTS.

State the number of persons injured in life or limb, and the cause thereof, and whether passengers or persons employed.

State whether any such accidents have arisen from carelessness or negligence of any person in the employ of the corporation, and whether such person is retained in the service of the corporation.

	EMPLOYEES.		OTHERS.	
	killed.	injured.	killed.	injured.
Trains thrown from track.....				
Struck by bridge while on top of freight car.....				
Run over while walking on track.....				
Injured at road crossing.....				
Total.....				

Total number of persons killed,

Total number of persons injured but not killed,

In addition to which must be given a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injuries inflicted upon each person, and the name of such person.

TABLE J.

NUMBER OF EMPLOYEES AND COMPENSATION.

Conductors of passenger trains,
Amount of compensation,
Conductors of freight trains,
Amount of compensation,

Conductors of wood and gravel trains,	
Amount of compensation,	
Master mechanics,	
Amount of compensation,	
Road masters,	
Amount of compensation,	
Men in repair shops,	
Amount of compensation,	
Enginemen of passenger trains,	
Amount of compensation,	
Enginemen of freight trains,	
Amount of compensation,	
Enginemen of wood and gravel trains,	
Amount of compensation,	
Firemen,	
Amount of compensation,	
Baggagemen,	
Amount of compensation,	
Switchmen,	
Amount of compensation,	
Section men, (foremen,)	
Amount of compensation,	
Section hands,	
Amount of compensation,	
Watchmen,	
Amount of compensation,	
Station agents,	
Amount of compensation,	
Other laborers,	
Amount of compensation,	
Clerks connected with passenger business,	
Amount of compensation,	

Clerks connected with freight business,
Amount of compensation,
Superintendent of bridges—salary,
Wood agent “
Other agents—how employed—and the salary of each, as
follows, viz:

The treasurer is required to state the amount of surplus (if any), the amount of net earnings, on 31st Aug., 186—also the net earnings up to 30th June, 186—and to state amount of payments to surplus fund—payments of interest, coupons, on funded debt, and other disbursements in detail, so as to show the true condition of the finances of the company on the 30th day of June, 1864. Such statement may be in the form of a general account, and must be verified by the oath of the Treasurer.

STATE OF VERMONT, }
COUNTY, SS. } day of 186

I, treasurer of
the railroad
company, do solemnly swear that the above is a true state-
ment of the condition of the finances of said company, their
trustees, or assignees or lessees, the 30th day of June,
186

Treasurer.

Sworn before me.

Justice of the Peace

OFFICERS OF THE COMPANY.

SALARIES.

Trustees,
 President,
 Superintendent,
 Treasurer,

~~Note~~—State the amount of each.

STATE OF VERMONT, }
 COUNTY, SS. }

depose and say
 that the facts set forth, and statements made in the fore-
 going report, which has been signed by are true and
 correct according to the best of knowledge, infor-
 mation and belief.

Signed,

Subscribed and sworn to before me this day of

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ANNUAL REPORT

OF THE VERMONT CENTRAL COMPANY, FOR THE
YEAR ENDING MAY 31, 1864.

TABLE A.

STOCK AND DEBTS.

One hundred thousand shares of Capital Stock issued.

\$2,000,000 first mortgage bonds issued at 7 per cent interest.

\$1,500,000 second mortgage bonds issued at 7 per cent interest.

TABLE B.

COST OF CONSTRUCTION.

Total cost of construction as per last report, \$8,402,054 92.

TABLE C.

EQUIPMENT.

The cost of new equipment is included in this report with cost of repairs of machinery. During the year two locomotives, five passenger cars and one hundred and sixty freight cars have been added to the equipment of the road.

TABLE D.

CHARACTERISTICS OF ROAD.

Length of road, Vermont Central,	117 miles
“ “ Vermont and Canada,	55 1-2 “
“ “ completed,	172 1-2 “
“ “ branches,	2 “
“ “ side tracks,	26 “
Weight of rail per yard,	56 to 60 lbs.

NOTE.—State length of road, branches and side tracks within the State, 200 1-2 miles.

CHARACTER AND LENGTH OF BRIDGING.

	No. of structures	No. of spans.	Length of bridging in feet.
Trestle bridging,	8		7,930
Truss bridging, 50 feet span and under,	45	55	1,595
Truss do. from 50 to 100 feet span,	6	6	557
Truss do. from 100 to 150 feet span,	10	30	3,681
Truss do. 150 feet span and over,	13	27	4,240
Draw bridges,	2		339
Totals,	93	118	18,202

Number of road crossings at grade,	87
Number of road crossings above and below grade,	33
Number of cross ties per mile, about,	2060
Chairs, number per mile,	440 to 700
Whole number of switches on main track,	95

GRADIENTS AND ALIGNMENT.

Level number of miles,	unknown
Maximum grade, 45 feet to a mile on main line,	
Amount of straight line, miles, Vt. Central,	83
Amount of curved line, miles, do.,	34
Maximum radius,	11,460 feet
Minimum radius,	1,146 “

Sum of ascents going in one direction,	unknown
Sum of ascents going in opposite direction,	"
Height of termini and summit above tide water,	"

BUILDINGS AND FIXTURES

Passenger houses,	34
Freight houses,	23
Engine houses,	5
Repair shops,	3
Water stations,	28
Dwellings,	13
Wood sheds,	48
Turn tables,	4
Other buildings, as follows:	
Car houses,	3
Ice houses,	5

EQUIPMENT.

Number of locomotives owned by the company on the 31st day of May, 1864

	Under 10 tons.	10 to 20.	20 to 25	25 to 30.	30 tons and over.
In good repair,			4	26	
Requiring slight repair,				7	
Requiring heavy repairs,			1	4	
Worn out,			2		

Number of cars owned by the company, May 31, 1864:

First class 8 wheel passenger cars in good repair,	29
First class 8 wheel passenger cars wanting repair,	5
Second class 8 wheel passenger cars in good repair,	0
Second class 8 wheel passenger cars wanting repair,	0
Baggage, express and mail cars in good repair,	5
Baggage, express and mail cars wanting repair,	3

Covered freight and cattle 8 wheel cars in good repair,	725
Covered freight and cattle 8 wheel cars wanting repair,	29
Platform 8 wheel cars in good repair,	186
Other freight cars,	11
Gravel cars,	40
Average weight of passenger cars,	12 tons
“ “ baggage “	10 “
“ “ box “	7 1-2 “
“ “ platform “	6 1-2 “
Crane cars,	5
Paymaster's car,	1
Iron plows,	4

TABLE E.

BUSINESS OF THE YEAR.

Miles run by passenger trains,	332,356
Miles run by freight trains,	584,349
Miles run by gravel and construction trains, ..	22,886
Miles run by wood trains,	22,732
Number of through passengers carried in cars, ..	114,291 1-2
Number of way passengers,	258,262 1-2
Number of passengers having passes,	————
Number of miles travelled by way passengers, ..	3,841,284 1-2
Average distance travelled by way passengers, ..	24 1-4 miles
Number of miles travelled by passengers having passes,	————
Number of tons of through freight,	170,367
Number of tons of way freight,	455,927
Number of tons of way freight carried 1 mile, ..	14,024,610

Number of tons of through freight moved to- wards Market,.....	135,804
Number of tons of through freight moved from market,.....	34,563
Number of tons of through way moved towards market,.....	127,598
Number of tons of through way moved from market,.....	28,329
Average rate of speed of ordinary passenger trains,.....	22 miles per hour
Average rate of speed of express trains, 27 " "	" "
Average rate of speed of freight trains, 12 " "	" "
Rate of fare charged first class through pas- sengers, per mile,.....	3 cents
Rate of fare charged first class way passengers per mile.....	3 1-2 cents
Average rate of fare charged second class pas- sengers, per mile,.....	variable
Rate per ton per mile charged on 1st class through freight,.....] rates vary from one to 7 cents per mile, ac- cording to season, &c.
Rate per ton per mile charged on 2d class through freight,.....	
Rate per ton per mile charged on 3d class through freight,.....	
Rate per ton per mile charged on 4th class through freight,.....	
Rate per ton per mile charged on 1st class way freight,.....	
Rate per ton per mile charged on 2d class way freight,.....	
Rate per ton per mile charged on 3d class way freight,.....	
Rate per ton per mile charged on 4th class way freight,.....	
Total number of tons of freight carried 1 mile, ..	33,736,243
Total number of passengers carried 1 mile,	12,341,901

TABLE F.

EXPENSE OF MAINTAINING ROADWAY AND REAL ESTATE,

[For the year ending May 31st, 1864.]

Ordinary repairs of road bed and superstructure,	\$107,824 09
Extraordinary repairs of road bed,	—
Cost of new rails used in repairs.	111,442 41
Number and weight of chairs.	—
Weight of spikes,	—
Cost of repairs of rails,	19,834 84
Number of cross ties used for renewals,	42,000.
Cost of same,	8,865 51
Cost of relaying rails and ties,	18,830 46
Insurance and taxes on real estate,	7,719 76
Repairs of bridges,	41,201 22
“ stations and tenements,	57,111 70
“ fences,	4,287 29
Total,	377,117 28

COST OF REPAIRS OF MACHINERY.

Repairs of engines and tenders,	\$ 75,444 02
Repairs of passenger and baggage cars,	44,376 15
Repairs of freight cars,	96,814 40
Repairs of tools and machinery in shops,	9,203 95
Oil used about workshops,	2,963 22
Fuel,	10,289 85
Waste,	—

Other items in detail as follows:

Repairs of gravel cars,	2,586 95
“ section and hand cars,	1,307 07
“ road and track tools,	1,381 26
“ snow plows,	703 02
Total,	245,069 89

TABLE G.

COST OF OPERATING THE ROAD,

Wood, including cost of preparing the same, ..	\$111,472 30
No. cords of wood used by locomotives, 38,614	
No. tons of coal,	00
No. of cords of wood used at stations, ..	1,721
No. tons of coal, " " ..	40
Number of cords lost by fire,	775
No. of gallons of oil used in the year, ..	21,142
No. of pounds of waste " " ..	22,565
Cost of oil and waste for engines and tenders, ..	14,063 05
" " passenger and baggage cars,	2,141 87
Cost of oil and waste for freight cars,	12,585 03
Loss and damage of goods,	3,948 62
Loss and damage of baggage,	534 13
Damages for injuries to persons,	365 00
Damages to, property, including fire and animals killed on road,	759 73
Agents at stations, &c.,	23,003 02
Clerks in general offices, &c.,	6,648 65
Labor, loading and unloading freight,	14,807 38
Porters and watchmen,	6,346 59
Switchmen,	6,159 14
Wood and water station attendance,	—
Conductors and baggagemen,	} 33,195 16
Brakemen,	
Enginemen and firemen,	36,406 04
For salaries of Trustees, <i>President</i> , Directors, Secretarios, Treasurer and Superintendent, ..	12,539 56
For printing, stationery and office expenses, ..	2,609 69

For law expenses,	4,105 15
Other expenses in detail as follows:	
For depot furniture,	1,550 87
For advertising,	762 08
Government taxes,	8,849 92
For telegraph, mail and express expense,	1,236 67
For general expenses not included above,	15,566 77
Total,	319,656 42

RECAPITULATION OF EXPENSES.

Maintaining roadway,	\$377,117 28
Repairs of machinery,	245,069 89
Operating,	319,656 42
Proportion of expenses due to passenger business,	—
Proportion of expenses due to freight business,	—
Total,	941,843 59

TABLE H.

EARNINGS, RECEIPTS AND PAYMENTS.

Earnings and Receipts.

From passengers,	\$357,154 11
From freight,	836,490 47
From other sources, viz:	
Expresses,	5,299 94
Mails, including balance due previously,	29,287 64
Rents,	575 19
Miscellaneous,	—
Total,	1,227,807 35

VALUE OF MATERIALS ON HAND.

22,470 wood, cords of,	\$ 54,415 88
----------------------------------	--------------

56 coal, tons of,.....	542 50
974 oil, gallons of.....	1,287 05
11,878 waste, pounds of,.....	3,563 40
350 iron rails, tons of, old,.....	
Iron rails, tons of, new,.....	
Chairs, pounds of,.....	
34,250 spikes, pounds of,.....	2,740 40
Ties, number of,.....	
Iron and other metals unwrought,.....	47,037 17
Iron and other metals, worked and partly worked,.....	31,300 39
Lumber,.....	8,575 46
Other items specified as follows:	
Other shop stock on hand,.....	6,253 21

VERMONT CENTRAL RAILROAD.

DETAILS OF EARNINGS FOR THE YEAR ENDING MAY 31, 1864.

SOURCE.	1863, JUNE.	JULY.	AUGUST.	SEPTEMBER.	OCTOBER.	NOVEMBER.
Through passengers,.....	12,674 46	17,217 91	21,487 98	25,114 60	17,528 76	17,816 49
Way passengers,.....	7,592 07	13,285 05	13,008 30	12,731 54	12,296 18	10,075 88
Through freight,.....	60,518 98	53,629 89	58,870 89	66,001 51	78,862 74	67,246 43
Way freight,.....	4,486 14	3,401 34	3,493 41	5,336 87	6,269 72	6,565 91
Express,.....	441 66	441 66	441 66	441 66	441 66	441 67
Transport of mails,.....	2,082 08	2,082 08	2,082 08	2,082 08	2,082 08	2,082 08
Use of engines,.....						
Use of cars,.....						
Rent,.....						339 13
Other earnings specified in detail as follows:						
Totals,.....	87,795 39	90,057 93	99,382 32	111,708 26	117,481 14	104,567 59

EARNINGS (CONTINUED.)

SOURCE.	DEC., 1863.	JAN., 1864.	FEBRUARY.	MARCH.	APRIL.	MAY.
Through passengers,....	19,553 30	15,675 05	8,757 77	20,554 03	20,039 11	18,780 11
Way passengers,.....	11,547 51	10,127 66	13,898 01	11,833 20	11,694 34	13,866 80
Through freight,.....	64,804 56	54,506 14	60,792 78	63,882 89	68,257 26	76,184 63
Way freight,.....	4,773 59	4,330 21	5,088 14	5,449 22	7,124 41	7,613 81
Express,.....	441 66	441 66	441 66	441 66	441 66	441 67
Transport of mails,....	2,082 08	2,082 08	2,082 08	2,082 08	2,082 08	5,384 76
Use of engines,.....						
Use of cars,.....						
Rent,.....						236 06
Other earnings specified in detail as follows:						
Totals,	103,202 70	87,162 80	91,059 44	104,245 08	109,638 86	121,507 84

TABLE I.

ACCIDENTS.

	EMPLOYEES,		OTHERS,	
	killed.	injured.	killed.	injured.
Trains thrown from track.....	4	2		2
Struck by bridge while on top of freight car.....				
Run over while walking on track.....	1		2	
Injured at road crossing.....				
Otherwise.....	1	1		
Total.....	4	3	2	2

Total number of persons killed,..... 6

Total number of persons injured but not killed, . 5

August 17, 1863. Patrick Hardley, a track hand, was run over in the night by a freight train, near Swanton. He was probably intoxicated.

August 25. A switching engine, in starting some cars in St. Albans yard in the night, drew them over a man who had lain down between the cars, cutting off both legs.

September 14. William White, a freight conductor, fell between the cars of his train while in motion, at White River Village, and was so much injured as to cause his death the same day.

February 16, 1864. Charles Rock, a freight brakeman, was killed near Colchester by the train running off the track, and throwing him under it.

March 7. Patrick McCarty, while coupling cars at St. Albans, was caught between them and thrown down, and so injured as to make it necessary to amputate one leg.

April 5. ——— Hodgman was killed near White River Junction by the mail train. He was walking on the track.

May 19. By a collision of a passenger train with a repair train near St. Albans, James Allen, engineer of the repair train was killed, E. A. Shattuek, engineer of the passenger train, had a leg broken; M. J. Strothers, brakeman of the passenger train, was severely injured; and two passengers slightly injured.

TABLE J.

NUMBER OF EMPLOYEES AND COMPENSATION.

9	Conductors of passenger trains,	\$50 to 66 67	per month
25	Conductors of freight trains, . .	40 to 50	"
2	Conductors of wood and gravel		
	trains,	50	"
1	Master mechanic,	2,500	per year
2	Road masters, both,	150	per month
276	Men in repair shops,	1 to 3 25	per day
16	Enginemen of passenger trains, .	3	"
20	Enginemen of freight trains, . .	2 25 to 3	"
2	Enginemen of wood and gravel		
	trains,	3	"
39	Fire men	1 30 to 1 50	"
4	Baggagemen,	40 to 45	per month
20	Switchmen,	1 to 1 50	per day
38	Section men, (foreman,)	1 65 to 1 75	"
211	Section hands,	1 25 to 1 35	"
31	Watchmen,	10 to 45	per month
33	Station agents,	10 to 90	"
306	Other laborers,	1 to 2 50	per day
3	Clerks connected with passen-		
	ger business,	205	per month
6	Clerks connected with freight		
	business,	466 67	"

Superintendent of bridges—salary,	1200	per year
Wood agent,	“ 1100	“

OFFICERS OF THE COMPANY.

Trustees First Mortgage Bonds and Managers.

L. BRAINERD,

JOSEPH CLARK,

J. GREGORY SMITH.

G. MERRILL, *Sup't for Trustees and Managers.*

G. M. DEXTER, *President.*

W. C. SMITH, *Treasurer.*

E. W. PECK, *Clerk.*

STATE OF VERMONT, } St. Albans, August 15, 1864.
FRANKLIN COUNTY, SS. }

We depose and say that the facts set forth, and statements made in the foregoing report, which has been signed by us, are true and correct, according to the best of our knowledge, information and belief.

Signed, L. BRAINERD,
JOSEPH W. CLARK, } Trustees, &c., &c.
J. GREGORY SMITH. }

Subscribed and sworn to before me this 15th day of August, 1864.

H. H. LOCKLIN, *Justice of the Peace.*

ANNUAL REPORT

OF THE VERMONT & CANADA RAILROAD COM-
PANY, FOR THE YEAR ENDING
JUNE 30, 1864.

TABLE A.

STOCK AND DEBTS.

The capital of this company, by compromise and decree of the Court of Chancery, is fixed at two millions of dollars, exclusive of the cost of constructing the road from Swanton to Canada line in Highgate, for which extension stock is to be issued, not exceeding \$250,000. When the road is completed to Canada line, the whole stock of the company will be \$2,250,000, if the cost of that extension amounts to \$250,000, as is anticipated it will. The road, it is expected, will be completed in the course of this season. \$70,000 in stock was issued last Spring towards the cost of this extension, more than that sum having been expended at that time. The \$2,000,000 covers the original cost of constructing the road, and building the road into Burlington through the sand bank, and all back rents due from the Vermont Central Company. The rent was thus converted

into stock, under the authority of an Act of the Legislature of this State, passed last fall, and a decree of the Court of Chancery. This company has no debt of any magnitude.

TABLE B.

COST OF CONSTRUCTION.

The particulars called for under this head cannot at this time be more fully stated than what has already been given in Table A, as the constructing agents have not yet completed the road to Canada line, and furnished this company with a detailed statement of their expenditures.

TABLE C.

EQUIPMENT.

This company have no equipment, as the road has been leased to the Vermont Central company, and is run by receivers of that road under the lease. The receivers were appointed by the Court of Chancery.

TABLE D.

CHARACTERISTICS OF ROAD.

Reference is made to the report of the Managers and receivers of the Central road, for the information called for by this table, and all the subsequent tables, except as to J in part.

TABLE J.

The road was leased many years since to the Vermont Central Company, at a rent of eight per cent. on its cost of construction. The back rents have all been adjusted and settled as previously stated, and the accruing rents are regularly paid by the receivers.

STATE OF VERMONT, } 30th day of August, 1864.
FRANKLIN COUNTY, SS. }

I, Worthington C. Smith, treasurer of the Vermont and Canada Railroad Company, do solemnly swear that the above is a true statement of the condition of the finances of said company, their trustees, or assignees or lessees, on the 30th day of June, 1864.

W. C. SMITH, *Treasurer.*

Sworn before me,

JOSEPH W. TAYLOR, *Justice of the Peace.*

OFFICERS OF THE COMPANY.

Directors.

LUCIUS B. PECK, *President.*

JOHN PORTER, *Vice President,*

E. MOTT ROBINSON,

W. C. SMITH, *Treasurer and Clerk,*

EDWARD BLAKE, *Transfer Agent,*

JEDD P. CLARK,

BENJ. P. CHENEY.

SALARIES.

President,	\$2,000
Treasurer and Clerk,	1,000
Transfer Agent,	500

LUCIUS B. PECK, *President.*

STATE OF VERMONT, {
WASHINGTON COUNTY, SS. }

I, Lucius B. Peck, depose and say that the facts set forth, and statements made in the foregoing report, which has been signed by me, are true and correct according to the best of my knowledge, information and belief.

Signed, LUCIUS B. PECK.

Subscribed and sworn to before me this 29th day of August, A. D. 1864.

CHARLES DEWEY, *Notary Public.*

ANNUAL REPORT

OF THE ATLANTIC & ST. LAWRENCE RAILROAD COMPANY, FOR THE YEAR ENDING JUNE 30, 1864.

TABLE A.

STOCK AND DEBTS.

Capital stock authorized by charter,.....	\$4,000,000 00
The amount paid in is.....	2,494,900 00
Funded debt,.....	3,472,000 00
Floating debt,.....	—
Interest at rate of six per cent.	—

The coupons are paid by the lessees.

TABLE B.

COST OF CONSTRUCTION.

Total cost of construction as per last report, \$6,788,354 72

Two-thirds of the road was built at a stipulated price per mile, consequently cannot be apportioned.

TABLE C.

EQUIPMENT.

Total cost of equipment as per last report,..	\$ 865,734 76
Total cost of road and equipment,.....	7,654,089 48

TABLE D.

CHARACTERISTICS OF ROAD.

Length of road, within State of Vermont,....	30 1-2 miles
“ “ completed,.....	30 1-2 “
“ “ branches,.....	none
“ “ side tracks, about	1 1-5 “
Weight of rail per yard,.....	63 lbs.

CHARACTER AND LENGTH OF BRIDGING.

	No. of structures.	No. of spans.	Length of bridging in feet.
Pile bridging, with one draw.....	1		1,519
Truss bridging, 50 feet span and under,.....	10	10	400
Truss do. from 50 to 100 feet span,.....	2	2	120
Truss do. from 100 to 150 feet span,.....	14	14	1,750
Truss do. 150 feet span and over,.....			
Stone arch bridges,.....	2	2	120
Totals.....	29	28	3,909

Number of road crossings at grade,.....	63
Number of road crossings above and below grade,.....	6
Number of cross ties per mile,.....	2,400
Chairs, number per mile, about.....	600
Whole number of switches on main track, about	100

NOTE.—In addition to the above bridges, there are on the line 16 iron bridges, three of which are 300 feet each in length, in spans of 75 feet; one over the Connecticut River, one over Wild River, and the other over Presumpscot River. Whole length of above bridges 1,519 feet.

GRADIENTS AND ALIGNMENT.

Level number of miles, and grades to 20 feet,	97.27
Maximum grade,.....	60 feet

Amount of straight line, miles,.....	89 1-2
Amount of curved line, miles,.....	59 1-2
Maximum radius,.....	5,730 feet
Minimum radius,.....	955 "
Sum of ascents going in one direction,.....	1,929 "
Sum of ascents going in opposite direction,..	757 "
Height of termini and summit above tide water,.....	1,178 "

The charter of the Atlantic and St. Lawrence Railroad within the State of Vermont extends from the Connecticut river at Bloomfield, to the boundary line in Norton. But the entire line from Portland to Montreal is worked in divisions, of which the point of junction is at Island Pond, in Brighton.

BUILDINGS AND FIXTURES.

Passenger houses,.....	29
Froight houses,.....	22
Engine houses,.....	8
Ropair shops,.....	6
Water stations,.....	17
Dwellings,.....	2
Wood sheds,.....	26
Turn tablos,.....	10

Other buildings, as follows :

Two hotels,

Ten store houses on wharves in Portland for Ocean and Boston steamers.

EQUIPMENT.

Number of locomotives owned by the company on the 30th day of June, 1866

	Under 16 tons.	16 to 20.	20 to 25	25 to 30.	30 tons and over.
In good repair,.....			7	28	1
Requiring slight repair,.....			1	3	
Requiring heavy repairs,.....			3	2	
Worn out,.....					

Number of cars owned by the company June 30, 1864,.....	565
First class 8 wheel passenger cars in good repair,.....	17
Baggage, express and mail cars in good repair,.....	7
Covered freight and cattle 8 wheel cars in good repair,.....	541
Covered freight and cattle 8 wheel cars waiting repair,.....	
Platform 8 wheel cars in good repair,.....	
Other freight cars,.....	
Gravel cars,.....	

TABLE E.

BUSINESS OF THE YEAR, ENDING DEC. 31, 1863.

Miles run by passenger trains,.....	149,033
Miles run by freight trains,.....	473,470
Miles run by gravel and construction trains, }	220,668
Miles run by wood trains,.....	
Average rate of speed of ordinary passenger trains, per hour,.....	19 miles
Average rate of speed of freight trains,....	11 "
Rate of fare charged 1st class through passengers per mile, about.....	2 3-4 cents
Rate of fare charged 1st class way passengers per mile,.....	3 "

TABLE F.

EXPENSES OF MAINTAINING ROADWAY AND REAL ESTATE.

For the year ending June 30, 186

Books so kept cannot be answered in detail.

COST OF REPAIRS OF MACHINERY.

Books so kept cannot be answered in detail.

TABLE G.

COST OF OPERATING THE ROAD.

For the year ending June 30, 186

Books not classified to conform to above table. Answers cannot be given.

RECAPITULATION OF EXPENSES.

Total, year ending December 31, 1863,..... \$569,821 81

TABLE H.

EARNINGS, RECEIPTS AND PAYMENTS.

Earnings and Receipts.

From passengers, (year ending Dec. 31, 1863,) \$178,769 67
 From freight,..... 591,424 12

From other sources, viz:

Expresses,.....	}	38,250 00
Mails,.....		
Rents,.....	}	4,222 08
Miscellaneous,.....		

Payments other than for Construction.

For dividends, 1st January and 1st July at rate of 4 per cent, less Government tax.

The statement of receipts and expenses apply to the Portland Division, extending from Island Pond to Portland.

DETAILS OF EARNINGS FOR THE YEAR ENDING JUNE 30, 1864.

SOURCE.	JULY.	AUGUST.	SEPTEMBER.	OCTOBER.	NOVEMBER.	DECEMBER.
Through passengers,....						
Way passengers,.....						
Through freight,.....						
Way freight,.....						
Express,.....						
Transport of mails,....						
Use of engines,.....						
Use of cars,.....						
Rent,.....						
Other earnings specified in detail as follows:						
Totals.						

Cannot be answered in detail.

EARNINGS (CONTINUED.)

SOURCE.	JANUARY.	FEBRUARY.	MARCH.	APRIL.	MAY.	JUNE.
Through passengers,....						
Way passengers,.....						
Through freight,.....						
Way freight,.....						
Express,.....						
Transport of mails,.....						
Use of engines,.....						
Use of cars,.....						
Rent,.....						
Other earnings specified in detail as follows:						
Totals,.....						

Cannot be given in detail.

TABLE I.

ACCIDENTS.

November 16, 1864. No. 5 train was thrown off the track at Island Pond, by the misplacement of a switch, and run into some freight cars on the siding. Simon Bourdeau, brakeman of No. 5, was between the 2d class and baggage cars, putting on brakes, when the collision occurred, and got injured.

TABLE J.

NUMBER OF EMPLOYEES AND COMPENSATION.

The employees of the company, being employed upon the two divisions of the road, one South of Island Pond, extending to Portland, the other North of Island Pond, extending to the boundary line and Montreal, no specific statement can be made under the head of inquiry, as applicable to the State of Vermont.

The earnings of the road are received by the lessees. The lessors have no interest in them while the rent is paid, and the accounts are so kept by the Grand Trunk Railway Company as not to admit of answer to the above as contemplated.

The Directors of the Atlantic and St. Lawrence Railroad Company, on presenting this their annual report, beg leave to offer a copy of their statement made to your predecessor the last year, which is as follows :

“ The Directors of the Atlantic and St. Lawrence Railroad Company, in making their answers to the foregoing questions, beg to state, that their road being under lease

to the Grand Trunk Railway Company of Canada, as set forth in a former report, and being under the exclusive management of that company, their information upon which these statements are based, is derived partly from their own records and files, but principally from the officers and agents of that company at Portland, and from their books and accounts there kept; and though they are not personally cognizant of many of the facts, and state them from information thus derived, and not as wholly within their own knowledge, they have no doubt of the correctness of the statements made. As the books of the company have been from the first, and are now, kept in a method to conform to the requirements of another jurisdiction, very many of the questions in the tables cannot be answered; and such as are answered must apply to the whole line of road from Portland to the line of Vermont. Answers are, however, given as fully as the information in their possession will admit of.

"The same course substantially has been adopted by the Directors in their reports to the Vermont authorities during the time their road has been under lease, and they trust that in this case it will be satisfactory. They have no doubt, if more explicit answers are required upon any matter, it will be readily furnished by the lessees of the road, so far as it is in their power so to do, intimation to that effect being given to them, or to their authorized agents or officers of the line."

STATE OF MAINE, } Portland, August 19, 1864.
CUMBERLAND COUNTY, SS. }

The subscribers, a majority of the Directors of the Atlantic and St. Lawrence Railroad Company, depose and say that the facts set forth, and statements made in the foregoing report, which has been signed by us, are true and correct according to the best of our knowledge, information and belief.

Signed, CHAS. E. BARRETT,
 BYRON GREENOUGH,
 I. B. BROWN,
 P. BARNES,
 J. L. FARMER,
 S. J. SMITH.

Subscribed and sworn to before me this 29th day of August, 1864.

H. ILSLEY, *Justice of the Peace.*

ANNUAL REPORT

OF THE VERMONT & MASSACHUSETTS RAILROAD
COMPANY, FOR THE YEAR ENDING
JUNE 30, 1864.

TABLE A.

STOCK AND DEBTS.

Capital stock, including the Greenfield Branch and Vermont portion,.....	\$3,200,000 00
Total amount of capital stock paid in,.....	2,214,225 15
Number of shares of capital stock issued,...	28,801
There is no debt excepting the funded debt, which amounts to.....	\$925,185 00
which amount includes \$124,300 held by the trustees as a sinking fund,	

The amount paid for interest each year is six per cent.
on the above funded debt.

Interest coupons have always been promptly paid when
due.

TABLE B.

COST OF CONSTRUCTION.

Total cost of construction as per last report, \$3,291,260 41

Nothing expended on this account since last report,

TABLE C.

EQUIPMENT.

Total cost of equipment as per last report, .. \$ 225,650 20

Total cost of road and equipment, \$3,513,610 61

TABLE D.

CHARACTERISTICS OF ROAD.

Length of road, 69 miles

“ “ completed, 69 “

“ “ branches, 8 “

“ “ side tracks, 5 1-2 “

Weight of rail per yard, 56 lbs.

NOTE.—State length of road, branches and side
traks within the state of Vermont.

Road, 10 mis. 1661 ft.

Branches, —

Side tracks, 1 mile

CHARACTER AND LENGTH OF BRIDGING.

	No. of structures.	No. of spans.	Length of bridging in feet.
Trestle bridging, with one draw,			
Truss bridging, 50 feet span and under,	11	11	
Truss do. from 50 to 100 feet span,	5	5	
Truss do. from 100 to 150 feet span,	3	4	
Truss do. 150 feet span and over,	23	41	
Draw bridges,			
Totals,	42	61	

Number of road crossings at grade,	62
Number of road crossings above and below grade,	21
Number of cross ties per mile,	2,350
Chairs, number per mile,	530
Whole number of switches on main track,	60

GRADIENTS AND ALIGNMENT.

Maximum grade,	58 feet
Amount of straight line, miles,	31 13-20
Amount of curved line, miles,	45 7-10

BUILDINGS AND FIXTURES.

Passenger houses,	20
Freight houses,	20
Engine houses,	5
Repair shops,	4
Water stations,	9
Dwellings,	10
Wood sheds,	21
Turn tables,	5

EQUIPMENT.

Number of locomotives owned by the company on the 30th day of June, 1864, ten.

	Under 16 tons.	16 to 20.	20 to 25	25 to 30.	30 tons and over.
In good repair,			7		
Requiring slight repair,			2		
Requiring heavy repairs,			1		
Worn out,					

Number of cars owned by the company, June 30, 1864.

First class 8 wheel passenger cars in good repair,.....	7
First class 8 wheel passenger cars wanting repair,.....	1
Baggage, express and mail cars in good repair,	5
Covered freight and cattle 8 wheel cars in good repair,.....	83
Covered freight & cattlo 8 wheel cars wanting repair,.....	3
Platform 8 wheel cars in good repair,.....	80
Other freight cars,.....	14
Average weight of passenger cars,.....	12 1-2 tons
“ “ baggage “	11 1-2 “
“ “ box “	8 “
“ “ platform “	6 1-2 “

TABLE E.

BUSINESS OF THE YEAR, ENDING NOV. 30, 1863.

Miles run by passenger trains,.....	59,373
Miles run by freight trains,.....	51,691
Miles run by gravel and construction trains,)	1,442
Miles run by wood trains,.....)	
Number of through passengers carried in cars,	80,758
Number of way passengers,.....	43,968
Number of passengers having passes,.....	526
Number of miles traveled by way passengers,	989,397
Average distance traveled by way passengers, miles,.....	nearly 22
Number of miles traveled by passengers having passes,.....	12,121

Number of tons of through freight,.....	71,036 ^{$\frac{855}{1000}$}
Number of tons of way freight,.....	26,216 ^{$\frac{943}{1000}$}
Number of tons of way freight carried 1 mile,	534,844 ^{$\frac{925}{1000}$}
Number of tons of through freight moved to- wards market,.....	51,790 ^{$\frac{403}{1000}$}
Number of tons of through freight moved from market,.....	19,246 ^{$\frac{232}{1000}$}
Number of tons of way freight moved towards market,.....	26,216 ^{$\frac{943}{1000}$}
Number of tons of way freight moved from market,.....	
Average rate of speed of ordinary passenger trains, per hour,.....	22 miles
Average rate of speed of freight trains,.....	10 "
Rate of fare charged 1st class through passen- gers per mile,.....	3 cts. nearly
Rate of fare charged 1st class way passengers per mile,.....	3 cts. nearly
Rate per ton per mile charged on 1st class through freight,.....	7 cents
Rate per ton per mile charged on 2d class through freight,.....	6 "
Rate per ton per mile charged on 3d class through freight,.....	5 "
Rate per ton per mile charged on 4th class through freight,.....	4 "
Rate per ton per mile charged on 1st class way freight,.....	15 "
Rate per ton per mile charged on 2d class way freight,.....	13 "
Rate per ton per mile charged on 3d class way freight,.....	11 "

Rate per ton per mile charged on 4th class through freight,.....	8 cents
Total number of tons of freight carried 1 mile,	1,839,805 ³⁹⁶ ₁₀₀₀
Total number of passengers carried 1 mile,..	2,619,941

TABLE F.

EXPENSES OF MAINTAINING ROADWAY AND REAL ESTATE.

For the year ending June 30, 1864.

Ordinary repairs of road bed & superstructure,\$	26,423 61
Cost of rails used in repairs,.....	10,002 11
Number and weight of chairs,.....	} included in above.
Weight of spikes,.....	
Cost of repairs of rails,.....	
Number of number ties used for renewals,..	
Cost of same,.....	
Cost of relaying rails and ties,.....	
Insurance and taxes on real estate,.....	2,014 94
Repairs of bridges,.....	4,299 94
“ stations,.....	4,805 61
“ fences,.....	2,604 58
Total,	50,150 79

COST OF REPAIRS OF MACHINERY.

Repairs of engines and tenders,.....	\$ 12,453 43	
Repairs of passenger and baggage cars,.....	8,000 71	
Repairs of freight cars,.....	6,975 76	
Repairs of tools and machinery in shops,.....	3,547 14	
Oil used about workshops,.....	} elsewhere	
Fuel,		
Waste,		
Other items in detail as follows:		
Repairs of gravel and hand cars,.....	110 6¢	
Total,	<hr/> 31,087 64	

TABLE G.

COST OF OPERATING THE ROAD.

For the year ending June 30, 1864.

Wood, including cost of repairing the same, ..\$	13,538 84
Stock materials,	8,261 04
Cost of oil and waste for engines and tenders, }	
" " passenger and baggage cars, }	3,009 21
" " freight cars,	
Loss and damage of goods,	
Loss and damage of baggage,	
Damages for injuries to persons,	
Damages to property, including fire and animals	
killed on road,	1,365 61
Agents at stations, &c., clerks in general offices,	
labor, loading and unloading freight, in-	
cluded in expenses charged freight and	
passenger department,	
Porters, watchmen and switchmen,	4,035 18
Wood and water station expenses,	504 35
Conductors, baggagemen, brakemen, engine-	
men and firemen, included in expenses	
charged freight and passenger department,	
For salaries of trustees, president, directors,	
secretaries, treasurer and superintendent,	7,024 61
For printing, stationery and advertising,	478 09
For law expenses,	1,586 13
Other expenses in detail as follows :	
Clearing snow,	120 43
Expenses of passenger department,	12,898 45
Expenses of freight department,	18,271 80
Rent to Connecticut River Railroad Company,	1,500 00

VERMONT & MASSACHUSETTS RAILROAD: 61

Miscellaneous,	3,269 34
United States Tax,	3,036 31
Total,	78,899 39

RECAPITULATION OF EXPENSES.

Maintaining roadway,	\$ 50,150 79
Repairs of Machinery,	31,087 64
Operating,	78,899 39
Renewal fund for depreciation,	9,000 00
Total,	169,137 82

TABLE H.

EARNINGS, RECEIPTS AND PAYMENTS.

Earnings and Receipts.

From passengers,	\$107,950 53
From freight,	145,801 82
From other sources, viz:	
Tolls,	803 00
Expresses,	4,386 23
Mails,	6,000 00
Rents,	42,697 37
Miscellaneous,	2,526 44
Total,	310,165 39

Payments other than for Construction.

For transportation expenses, viz:

For passenger business,	} 169,137 82
For freight business,	
For other business, and what,	

For interest on funded debt,.....	} elsewhere expressed.
For interest on floating debt,.....	
For dividends,.....	
For carried to surplus fund,.....	
For amount of surplus fund,.....	

VALUE OF MATERIALS ON HAND.

Wood, 1569 cords, \$3 75,.....	\$ 5,883 75
Oil, 580 gallons,.....	452 00
Waste, 830 pounds, 30c.,.....	246 00
Iron rails, 200 tons of, old, 55.....	11,000 00
Chairs, 15276 pounds of, 3c.,.....	458 28
Spikes, 1050 pounds of, 8c.,.....	84 00
Ties, 2000 number of, 28c.,.....	560 00
Iron and other metals unwrought,.....	} 19,016 47
Iron and other metals worked and partly worked,.....	
Lumber,.....	

DETAILS OF EARNINGS FOR THE YEAR ENDING JUNE 30, 1864.

SOURCE.	JULY.	AUGUST.	SEPTEMBER.	OCTOBER.	NOVEMBER.	DECEMBER.
Through passengers, ..	7,798 88	12,870 28	10,837 53	8,709 51	11,506 84	7,085 50
Way passengers,						
Through freight,	833 64	8,410 38	10,504 18	13,120 67	11,159 54	11,115 43
Way freight,						
Express,	329 41	329 91	329 41	496 08	362 74	362 74
Transport of mails,	500 00	500 00	500 00	500 00	500 00	500 00
Tolls,	48 00	56 00	61 00	71 00	77 00	60 00
Miscellaneous,	198 02	472 62	260 89	279 45	752 12	250 95
Rent,	3,660 67	3,277 50	3,666 67	3,674 44	3,268 25	3,706 67
Other earnings specified in detail as follows:						
Totals,	20,945 36	25,339 45	26,159 68	26,851 15	27,626 49	23,081 29

EARNINGS (CONTINUED.)

SOURCE.	JANUARY.	FEBRUARY.	MARCH.	APRIL.	MAY.	JUNE.
Through passengers,...	6,121 32	7,438 63	8,705 88	7,963 69	8,708 71	10,203 76
Way passengers,.....						
Through freight,.....	11,902 06	13,153 37	13,469 00	16,715 75	13,989 06	14,428 74
Way freight,.....						
Express,.....	362 74	362 74	362 74	362 74	362 74	362 74
Transport of mails,.....	500 00	500 00	500 00	500 00	500 00	500 00
Tolls,.....	54 00	42 8¢	55 00	75 20	134 75	68 25
Miscellaneous,.....	76 72	62 33	65 51	36 06	35 35	38 42
Rent,.....	3,697 00	3,302 50	3,755 00	3,649 00	3,274 67	3,765 00
Other earnings specified in detail as follows:						
Totals,.....	22,713 84	24,862 37	26,913 13	29,302 44	27,003 28	29,366 91

TABLE I.

ACCIDENTS.

	EMPLOYEES.		OTHERS.	
	killed.	injured.	killed.	injured.
Trains thrown from track.....				
Struck by bridge while on top of freight car.....				
Run over while walking on track.....				
Injured at road crossing.....				
Otherwise.....			1	
Total.....			1	

Total number of persons killed,..... 2

Total number of persons injured but not killed, 0

August 8, 1863. Cornelius Bresnahan, a trackman, fell out of a baggage car in Westminster, and was instantly killed. The verdict of the coroner's jury was that the accident occurred in consequence of his being intoxicated.

October 22, 1863. Mrs. Asael Dickinson was killed at Brown's Crossing, Vernon, by driving on the track when the train was approaching, and in full view. No fault was attributed to the company.

TABLE J.

AVERAGE NUMBER OF EMPLOYEES AND AVERAGE COMPENSATION.

3 Conductors of passenger trains,.....	\$55 per month
2 Conductors of freight trains,.....	50 "
1 Master mechanic,	83 33 "
40 Men in repair shops,.....	1 87 1-2 per day

4 Enginemen in passenger trains,.....	65	per month
3 Enginemen of freight trains,.....	60	"
7 Fire men,.....	35	"
3 Baggage men,.....	50	"
3 Switch men,.....	35	"
6 Section men, (foreman,).....	1 75	per day
49 Section hands,.....	1 30	"
4 Watchmen,.....	35	per month
19 Station agents,.....	45	"
1 Clerk connected with passenger business	45	"
2 Clerks connected with freight business,	65	"
1 Superintendent of bridges, wood agent and road master, one person,.....	125	"

Other agents—how employed—and the salary of each as follows, viz:

1 Toll collector,.....	20	per month
2 Flagmen,.....	1 25	per day
3 Bridge carpenters,.....	2	"
1 Master carpenter,.....	60	per month
4 Freight brakemen,.....	35	"
1 Passenger brakeman,.....	35	"
9 Station agents, clerks, laborers, &c.,....	30	"
20 Gravel train men one month in year,...	1 25	per day

Amount of net earnings for year ending June

30, 1863,.....\$143,885 30

Amount of net earnings for year ending June

30, 1864,.....141,027 57

Total amount of payments to the sinking fund, 80,000 00

Amount of cash on hand, loans and securities, 262,229 04

Amount of funded debt,.....925,185 00

Amount of bonds (forming a part of above funded
ed debt) held by the trustees, in which
they have invested above sinking fund, . . . 124,300 00

Amount of interest paid during 12 months end-
ing June 30, 1864, more than received, . . . 45,759 11

No dividend has yet been paid to the stockholders since
the opening of the road, all of the surplus earnings having
been appropriated to the payment of the debts of the com-
pany and interest.

STATE OF MASSACHUSETTS, } August 24, 1864.
SUFFOLK COUNTY, SS. }

I, Franklin N. Poor, treasurer of the Vermont and Mas-
sachusetts Railroad Company, do solemnly swear that the
above is a true statement of the condition of the finances
of said company, their trustees, or assignees or lessees, on
the 30th day of June, 1864.

FRANKLIN N. POOR. *Treasurer.*

Sworn before me,

WM. H. HILL, *Justice of the Peace.*

OFFICERS OF THE COMPANY.

Directors.

DANIEL RICHARDSON,

LARKIN G. MEAD,

WILLIAM H. HILL,

FRANKLIN N. POOR,

HENRY SAYLES.

DANIEL S. RICHARDSON, *President.*

OTIS T RUGGLES, *Superintendent.*

FRANKLIN N. POOR, *Treasurer.*

B. D. LOCKE, *Clerk.*

SALARIES.

3 Trustees,.....	\$300, 100, 100 per annum
President,.....	1500 per annum
Superintendent,.....	2500 per annum
Treasurer,.....	2000 per annum
Clerk,.....	50 per annum

DANIEL S. RICHARDSON,	} <i>Directors of Vt. and Mass. Railroad Co.</i>
WM. H. HILL,	
FRANKLIN N. POOR,	
HENRY SAYLES,	
L. G. MEAD,	

STATE OF MASSACHUSETTS, }
SUFFOLK COUNTY, SS. }

We depose and say that the facts set forth, and statements made in the foregoing report, which has been signed by us, are true and correct according to the best of our knowledgo, information and belief.

Signed, DANIEL S. RICHARDSON,
WM. H. HILL,
FRANKLIN N. POOR,
HENRY SAYLES,
L. G. MEAD.

Subscribed and sworn to before me this 24th day of August, A. D. 1864.

CHAS. B. F. ADAMS, *Justice of the Peace.*

STATE OF VERMONT, }
WINDHAM COUNTY, SS. }

L. G. Mead subscribed and made oath to the truth of the foregoing before me, this 27th day of August, 1864.

CHARLES K. FIELD, *Justice of the Peace.*

ANNUAL REPORT

OF THE VERMONT VALLEY RAILROAD COMPANY
FOR THE YEAR ENDING JUNE 30, 1864.

TABLE A.

STOCK AND DEBTS.

1. The amount of capital, as by charter, with right to increase,	\$500,000 00
2. The amount of capital subscribed,	535,000 00
3. Amount of capital paid as by last report, . .	516,163 82
4. Amount of capital new paid in,	516,163 82
Number of shares, 5358 original stock, par value \$100 per share, cash realized, . . .	516,163 82

Funded Debt.

Funded debt as per last report,	793,200 00
Total funded and floating debt now,	793,200 00
Interest on funded debt \$679,200 at $7\frac{1}{2}$ per cent;	
114,000 at 6 per cent.	

Classes of Funded Debt.

	No. 1.	No 2.
Amount,	\$500,000	293,000
Date of issue,	April 1, 1850	Oct. 1, 1864
Date of payment,	" 1, 1860	" 1, 1869
Annual rate of interest,	380,000 7 per cent.	7 per cent,
" " " " " " " "	114,000 6 per cent.	
Interest when payable,	April 1, Oct. 1	Oct. 1, April 1
Cash realized,	500,000	175,930
Nature and character of security,	Mortgage	Mortgage

Both classes of bonds are payable in New York, and are not convertible.

Coupons due April 1, 1858, of first mortgage have been paid since last report.

TABLE B.

COST OF CONSTRUCTION.

Total cost of construction as per last report, \$1,212,274 40

TABLE C.

EQUIPMENT.

Total cost of equipment as per last report. \$9,611 79

Total cost of road and equipment, \$1,301,886 19

TABLE D.

CHARACTERISTICS OF ROAD.

Length of road,	23 ⁶⁰ / ₁₀₀
“ “ completed,	23 ⁶⁰ / ₁₀₀

CHARACTER AND LENGTH OF BRIDGING.

	No. of structures.	No. of spans.	Length of bridging in feet.
Trestle bridging,	2	10	100
Truss bridging, 50 feet span and under,	2	1	45
Truss do. from 50 to 100 feet span,			
Truss do. from 100 to 150 feet span,	1	1	116
Truss do. 150 feet span and over,	2	6	152
Draw bridges,			391
Totals,			

Number of road crossings at grade, 11

Number of road crossings above and below
grade, 3

VERMONT VALLEY RAILROAD.

71

Number of cross ties per mile,.....	2,000
Chairs, number per mile,.....	586

GRADIENTS AND ALIGNMENT.

Level number of miles,.....	7 $\frac{67}{100}$
Maximum grade,.....	32 feet
Amount of straight line, miles,.....	10 $\frac{72}{100}$
Amount of curved line, miles,	12 $\frac{97}{100}$
Maximum radius,.....	872 feet
Minimum radius,.....	600 "

BUILDINGS AND FIXTURES.

Passenger houses,.....	4
Freight houses,.....	4
Engine houses,.....	1
Repair shops,.....	1
Water stations,.....	2
Dwellings,.....	none
Wood sheds,.....	3

Other buildings, as follows:

One building for storing cars.

EQUIPMENT.

Number of locomotives owned by the company on the 30th day of June, 1864.

	Under 16 tons.	16 to 20,	20 to 25	25 to 30,	30 tons and over,
In good repair,.....		3	1		
Requiring slight repair,.....					
Requiring heavy repairs,.....					
Worn out,.....					

Number of cars owned by the company, June 30, 1864.

First class 8 wheel passenger cars in good repair,	3
First class 8 wheel passenger cars wanting repair,	1
Baggage, express and mail cars in good repair,	3
Covered freight and cattle 8 wheel cars in good repair,	26
Covered freight and cattle 8 wheel cars wanting repair,	5
Platform 8 wheel cars in good repair,	8

TABLE E.

BUSINESS OF THE YEAR.

Miles run by passenger trains,	39,090
Miles run by freight trains,	18,388
Miles run by gravel and construction trains, } Miles run by wood trains,	3,340
Number of through passengers carried in cars	68,513
Number of way passengers,	13,115
Number of miles traveled by way passengers,	141,518
Average distance traveled by way passengers,	$10\frac{8}{10}$
Number of tons of through freight,	$56,520\frac{205}{100}$
Number of tons of way freight,	$2,378\frac{453}{100}$
Number of tons of way freight carried 1 mile,	$29,609\frac{501}{100}$
Rate of fare charged 1st class through passengers, per mile,	3 1-2 cents
Rate of fare charged 1st class way passengers per mile,	4 cents
Average rate of fare charged 2d class passengers per mile,	$2\frac{7}{10}$

Rate per ton per mile charged on 1st class through freight,.....	4 cents
Rate per ton per mile charged on 2d class through freight,.....	3 cents
Rate per ton per mile charged on 3d class through freight,.....	2 1-2 cents
Rate per ton per mile charged on 1st class way freight,.....	8 cents
Total number of tons of freight carried 1 mile,	1,386,094
Total number of passengers carried a mile,.	1,786,782

TABLE F.

EXPENSE OF MAINTAINING ROADWAY AND REAL ESTATE.

For the year ending June 30, 1864.

Ordinary repairs of road bed and super- structure,.....	\$ 9,821 66
Cost of new rails used in repairs, 125 tons,.	4,776 36
Weight of spikes, 4,825,.....	355 09
Cost of repairs of rails,.....	1,466 39
Number of cross ties used for renewals, 5,790, }	1,459 84
Cost of same,..... }	
Cost of relaying rails and ties, included above	
Insurance and taxes on real estate,.....	531,75
Repairs of bridges,.....	128 20
Repairs of fences,.....	12 00
Total,.....	18,548 29

COST OF REPAIRS OF MACHINERY.

Repairs of engines and tenders,.....	\$ 1,920 73
Repairs of passenger and baggage cars,...	1,557 09
Repairs of freight cars,.....	1,016 47
Total,.....	4,494 29

TABLE G.

COST OF OPERATING THE ROAD.

For the year ending June 30, 1864.

Wood, including cost of preparing the same, 2,180 cords,.....	5,046 00
Number of cords of wood used at Stations, 50	
Number of gallons of oil,.....1,118	1,187 49
Number of pounds of waste,.....1,678	354 37
Damages to property, including fire and animals killed on road,.....	85 37
Agents at stations, &c.,.....	1,464 00
Clerks in general offices, &c.,.....	1,400 00
Labor, loading and unloading freight,.....	1,110 00
Porters and watchmen,.....	
Switchmen,.....	
Conductors and baggagemen,.....	1,515 00
Brakemen,.....	2,287 36
Enginemmen and firemen,.....	2,378 59
For salaries of trustees, president, directors, secretaries, treasurer and superintendent	3,300 00
For printing, stationery and office expenses,	241 69
Other expenses in detail as follows :	
Station house at Westminster destroyed by fire,.....	700 00
Vt. & Mass. railroad use of track at Brattle- boro,.....	1,366 67
Total,.....	22,736 54

RECAPITULATION OF EXPENSES.

Maintaining roadway,.....\$	18,548 29
-----------------------------	-----------

VERMONT VALLEY RAILROAD,

75

Repairs of machinery,	4,494 29
Operating,	22,736 54
Total,	45,779 12

TABLE H.

EARNINGS, RECEIPTS AND PAYMENTS.

Earnings and Receipts.

From passengers,	\$ 50,959 46
From freight,	36,900 02
From other sources, viz:	
Expresses,	847 08
Mails,	3,000 00
Miscellaneous, insurance at station Vt. and Western,	700 00
Total,	92,406 56

VALUE OF MATERIALS ON HAND.

Wood, cords of, 563,	\$ 2,254 00
Oil, gallons of, 244,	320 00
Waste, pounds of, 1,030,	210 00
Iron rails, tons of old, 100,	7,500 00
Iron rails, tons of new, 25,	2,500 00
Spikes, pounds of, 2,250,	125 00
Ties, number of, 340,	102 80
Iron and other metals unwrought,	760 00
Iron and other metals, worked and partly worked,	5,000 00
Lumber,	225 00

DETAILS OF EARNINGS FOR THE YEAR ENDING JUNE 30, 1864.

SOURCE.	JULY.	AUGUST.	SEPTEMBER.	OCTOBER.	NOVEMBER.	DECEMBER.
Through passengers, . . .	4,780 34	3,921 51	3,607 21	2,777 10	2,489 91	3,765 51
Way passengers,	1,429 16	1,015 31	819 63	655 31	595 68	915 92
Through freight,	1,586 76	1,457 03	2,432 05	2,769 43	2,751 79	2,750 33
Way freight,	174 78	154 31	133 25	222 69	154 42	313 91
Express,	70 59	70 59	70 59	70 59	70 59	70 59
Transport of mails,	250 00	250 00	250 00	250 09	250 00	250 00
Tolls,						
Use of cars,	126 70	121 56	178 14	221 40	221 40	142 02
Rent,						
Other earnings specified in detail as follows:						
Totals,						

EARNINGS (CONTINUED.)

SOURCE.	JANUARY.	FEBRUARY.	MARCH.	APRIL.	MAY.	JUNE.
Through passengers,....	3,982 74	2,256 90	3,331 42	2,980 65	2,774 06	3,619 63
Way passengers,.....	1,014 63	762 26	927 40	823 95	710 35	999 88
Through freight,.....	2,811 73	2,119 52	3,233 45	2,966 82	3,281 32	3,634 07
Way freight,.....	194 35	321 73	266 02	303 39	165 39	207 04
Express,.....	70 59	76 59	70 59	70 59	70 59	70 59
Transport of mails,.....	250 00	250 00	250 00	250 00	250 00	250 00
Use of engines,.....						
Use of cars,.....	83 20	108 82	122 52	201 97	192 79	31 52
Rent,.....						
Other earnings specified in detail as follows:						
Totals,.....						

TABLE I.

ACCIDENTS.

None.

TABLE J.

NUMBER OF EMPLOYEES AND COMPENSATION.

2 Conductors of passenger trains, in connection with Conn. railroad, each,	\$25 per month	
1 Conductor of freight trains,	40	"
1 Master mechanic,	70	"
6 Men in repair shops,	1 75 to 2	per day
1 Engineman of passenger trains,	70	per month
1 Engineman of freight trains,	60	"
1 Engineman of wood and gravel trains,	50	"
2 Firemen, each,	30	"
2 Baggage-men,	35	"
2 Switchmen,	30	"
4 Section men, (foreman,)	40	"
20 Section hands,	1 20	per day
2 Watchmen, each,	35	per month
5 Station agents, each,	118	50
Clerks connected with passenger business,	}	\$1,400
Clerks connected with freight business,		
Superintendent of bridges—salary,		
Wood agent,		
Net earnings, June 30, 1863,	\$26,451	32
Net earnings, June 30, 1864,	46,627	44
Coupons paid for the year ending June 30, 1864,	32,713	25

STATE OF VERMONT, } 31st day of August, 1864.
 WINDHAM COUNTY, SS. }

I, James H. Williams, Treasurer of the Vermont Valley Railroad Company, do solemnly swear that the above is a true statement of the condition of the finances of said company, their trustees, or assignees or lessees, on the 30th day of June, 1864.

J. H. WILLIAMS, *Treasurer.*

Sworn before me,

J. D. BRIDGMAN, *Master in Chancery.*

OFFICERS OF THE COMPANY.

Directors.

HUGH H. HENRY, *President,*

GOVERNEUR MORRIS,

ALEX. HAMILTON, JR.,

G. R. J. BOWDOIN,

JOEL PAGE,

CHAS. CHAPIN,

MADISON SLOAT,

Trustees.

HUGH H. HENRY,

GOVERNEUR MORRIS,

ALEX. HAMILTON, JR.,

MADISON SLOAT, *Superintendent.*

J. H. WILLIAMS, *Treasurer,*

L. G. MEAD, *Clerk.*

SALARIES.

Trustees, \$10 per diem, when employed, . . .	
General agent,	\$1,200
Superintendent,	1,500
Treasurer,	400

STATE OF VERMONT, }
WINDHAM COUNTY, SS. }

I, Henry F. Green, chief clerk of Vermont Valley Railroad Company, depose and say that the facts set forth, and statements made in the foregoing report, which has been signed by me, are true and correct according to the best of my knowledge, information and belief.

Signed,

HENRY F. GREEN.

Subscribed and sworn to before me this 31st day of August, 1864.

RUSSELL HYDE, *Justice of the Peace.*

ANNUAL REPORT

OF THE CONNECTICUT & PASSUMPSIC RIVERS
RAILROAD COMPANY, FOR THE YEAR
ENDING MAY 31, 1864.

TABLE A.

STOCK AND DEBTS.

Capital Stock as per charter,.....	\$3,000,000 00
Six per cent. preferred stock,.....	1,255,200 00
Stock not preferred,.....	392,900 00
Bonded debt,.....	800,000 00
Six per cent. guaranteed stock,.....	1,800 00
Notes payable,.....	133,950 00
Average rate of interest on bonded debt, and paid semi-annually,.....	6 per cent.

TABLE B.

COST OF CONSTRUCTION.

Total cost of construction as per last report,	\$2,567,486 92
Expended since last report, viz., about,....	275,254 59
Road in operation to Newport, and graded to Derby Mae.	

TABLE C.

EQUIPMENT.

Total cost of equipment as per last report, ..	\$200,971 76
Expended since last report,	5,525 00

TABLE D.

CHARACTERISTICS OF ROAD.

Length of road,	110 miles
“ “ completed,	105 “
“ “ side tracks, 59 in number, ..	39,925 feet
Weight of rail per yard,	56 pounds

CHARACTER AND LENGTH OF BRIDGING.

	No. of structures	No. of spans in all	Length of bridging in feet.
Pile and trestle bridging,	10		1990
Truss bridging. 50 feet span and under,	13	18	769
Truss do. from 50 to 100 feet span,	7	10	665
Truss do. from 100 to 150 feet span,	5	5	580
Truss do. 150 feet span and over,	11	14	2914
Draw bridges,			
Totals,			

8,982 feet of piles through swamps.

Number of road crossings at grade,	72
Number of road crossings above and below grade,	6
Number of cross ties per mile,	2000
Chairs, number per mile, cast iron,	680
Whole number of switches on main track, ..	66
Howe chairs per mile,	440

GRADIENTS AND ALIGNMENT.

Maximum grade,	52 ⁸ / ₁₀ feet
----------------------	--------------------------------------

BUILDINGS AND FIXTURES.

Passenger houses,.....	3
Freight houses,.....	18
Engine houses,.....	3
Repair shops,.....	4
Water stations,.....	13
Dwellings,	6
Wood sheds,.....	18
Turn tables,.....	2
Other buildings, as follows:	
Car houses,.....	4
Building rented as store, and occupied as general offices,.....	1

EQUIPMENT.

Number of locomotives owned by the company on the
31st day of May, 1864,..... 9

	Under 16 tons.	16 to 20.	20 to 25	25 to 30.	30 tons and over.
In good repair,.....			5		
Requiring slight repair.....			1	2	
Requiring heavy repairs,.....		1			
Worn out,.....					

Number of cars owned by the company May 31, 1864.

First class 8 wheel passenger cars in good repair,.....	6
First class 8 wheel passenger cars wanting repair,	2
Baggage, express and mail cars in good repair,.....	2

Drover's saloon car in good repair,.....	1
Covered freight and cattle 8 wheel cars in good repair,.....	100
Covered freight and cattle 8 wheel cars want- repair,	40
Platform 8 wheel cars in good repair,.....	59
" " wanting repair,.....	3
Gravel cars in good repair,.....	10
Average weight of passenger cars,.....	24,000 pounds
" " baggage "	17,000 "
" " box "	14,000 "
" " platform "	12,778 "

TABLE E.

BUSINESS OF THE YEAR.

Miles run by passenger trains,.....	139,877
Miles run by freight trains,.....	
Miles run by gravel and construction trains, }	
Miles run by wood trains,..... }	
Number of through passengers in cars,.....	35,714
Number of way passengers,.....	55,471
Average rate of speed of ordinary passenger trains per hour, including stops,.....	23 miles
Average rate of speed of express trains per hour, including stops,.....	23 "
Average rate of speed of freight trains per hour, including stops,.....	10 "
Rate of fare charged 1st class through pas- sengers per mile, about.....	3 cents
Rate of fare charged 1st class way passen- gers per mile,.....	3 1-2 "
Rate per ton per mile charged on 1st class through freight,.....	43-4 "

CONNECTICUT & PASSUMPSIC RIVERS RAILROAD. 83

Rate per ton per mile charged on 2d class through freight,.....	4 1-4 cents
Rate per ton per mile charged on 3d class through freight,.....	3 ¹³⁸ / ₂₄₈ "
Rate per ton per mile charged on 4th class through freight,.....	3 ⁸⁶ / ₂₄₈ "
Total number of passengers carried 1 mile,	3,047,615

TABLE F.

EXPENSES OF MAINTAINING ROADWAY AND REAL ESTATE.

For the year ending May 31, 1864.

Ordinary repairs of road bed and super- structure,.....	\$38,865 31
Extraordinary repairs of road bed,.....	
Cost of new rails used in repairs,.....	
Number and weight of chairs,.....	
Weight of spikes,....	
Cost of repairs of rails,.....	
Number of cross ties used for renewals 28,757	
Cost of same,.....	
Cost of relaying rails and ties,.....	
Insurance and taxes on real estate,.....	\$1,864 08
Repairs of bridges,.....	115 63
“ stations, and buildings, and new buildings,.....	5,928 39
Repairs of fences, made by section men,...	
Total,.....	46,763 41

COST OF REPAIRS OF MACHINERY.

Repairs of engines and tenders,.....	\$38,081 39
Repairs of passenger and baggage cars,....	
Repairs of freight cars,.....	
Repairs of tools and machinery in shops,...	
Fuel,.....	see Table G
Total,.....	\$84,844 80

TABLE G.

COST OF OPERATING THE ROAD.

For the year ending May 31, 1864.

Amount brought up,.....	\$ 84,844 80	
Wood, including cost of preparing the same,	10,423 80	
Cost of oil and waste for engines & tenders,	}	3,258 27
" " " passenger and baggage cars,.....		
Cost of oil and waste for freight cars,.....		
Loss and damage of goods, animals and fire,	}	2,750 70
Loss and damage of baggage,.....		
Damages to property, including fire and animals killed on road, included above,...		
13 Agents at stations, &c.,.....		7,276 08
2 Clerks in general offices, &c.,.....		540 00
Extra labor, loading and unloading freight, mostly done by agents,.....		1,615 50
9 Watchmen,.....	}	18,750 49
3 Switchmen,.....		
Wood and water station attendance,.....		
5 Conductors and 2 baggagemen,.....	}	
5 Brakemen, conveying mails,.....		
7 Enginemen and firemen,.....	}	
For salaries of treasurer and superintendent, and their office expenses,.....		4,320 73
For printing, stationery, & Government tax,	}	7,644 52
For law expenses, postage expenses as to joint business, and all other expenses not included in other accounts,.....		
Total,.....		\$141,429 87

RECAPITULATION OF EXPENSES.

Maintaining roadway, bridges, stations and buildings,.....	\$ 44,909 33
--	--------------

CONNECTICUT & PASSUMTIC RAILROAD.

Repairs of machinery, insurance and taxes	
on real estate,.....	39,817 46
Operating, losses and general expenses,....	56,703 10
	<hr/>
Total,.....	\$141,429 89
Proportion of expenses due to passenger	
business,.....	\$ 52,451 63
Proportion of expenses due to freight business,	88,978 26
	<hr/>
Total,.....	\$141,429 89

TABLE II.

EARNINGS, RECEIPTS AND PAYMENTS.

Earnings and Receipts.

From passengers,.....	\$130,261 64
From freight,.....	165,593 28
From other sources, viz:	
Expresses,.....	2,416 67
Mails,.....	9,725 00
Rents,.....	853 48
	<hr/>
Total,....	\$308,850 07

Payments other than for Construction.

For transportation expenses, viz:	
For passenger business,.....	\$ 9,088 38
For freight business,.....	15,417 41
For interest on funded debt,.....	48,000 00
For carried to surplus fund,.....	16,000 00
For amount of surplus fund,.....	141,500 00

VALUE OF MATERIALS ON HAND.

Wood, cords of, 6,480 3-8,.....	\$15,603 34
Coal, tons of 7,.....	110 30
Oil, gallons of, 633,.....	526 20
Waste, pounds of, 2,469,.....	585 65
Iron rails, tons of, old, 146,496 lbs.,	2,582 58
Chairs, pounds of, 7,925,.....	297 18
Ties, number of, 1,000,.....	200 00
Iron and other metals unwrought, 209,968lbs,	13,968 38
Iron and other metals worked and partly worked, 16,917 lbs.,.....	2,882 82
Lumber, 194,637 feet,.....	3,601 02
Other items specified as follows:	
2,500 cedar posts,.....	125 00
Sundries,	24,763 70
<hr/>	
Total,.....	\$65,246 17

DETAILS OF EARNINGS FOR THE YEAR ENDING MAY 31st, 1864.

SOURCE.	JULY.	AUGUST.	SEPTEMBER.	OCTOBER.	NOVEMBER.	DECEMBER.
Through passengers,...	3,875 00	4,610 00	3,994 00	3,140 00	2,634 00	2,326 00
Way passengers,.....	4,496 00	5,257 00	7,021 00	5,074 00	4,743 00	4,394 00
Through freight, in lbs.,	5,550,813 00	4,565,537 00	5,282,074 00	7,124,375 00	7,044,513 00	6,663,567 00
Way freight, no acct. kept						
Express,.....	166 67	166 66	166 67	166 67	166 66	166 67
Transport of mails,.....	758 34	758 33	758 33	758 34	758 33	758 33
Use of engines,.....	included in					
Use of cars,.....	frt. account.					
Rent,	71 12 $\frac{1}{2}$	71 12 $\frac{1}{2}$	71 12 $\frac{1}{2}$	71 12 $\frac{1}{2}$	71 12 $\frac{1}{2}$	71 12 $\frac{1}{2}$
Other earnings specified in detail as follows:						
Lumberdown Conn. river in feet,	406,506 00	536,921 00	798,621 00	569,644 00	717,267 00	789,451 00

EARNINGS (CONTINUED.)

SOURCE.	JANUARY.	FEBRUARY.	MARCH.	APRIL.	MAY.	JUNE.
Through passengers,....	2,369 00	2,124 00	2,836 00	2,786 00	2,876 00	2,144 00
Way passengers,.....	3,323 00	3,376 00	5,134 90	5,104 00	4,360 00	3,189 00
Through freight, in lbs.,	6,318,595 00	5,438,118 00	6,251,937 00	5,032,085 00	6,605,405 00	5,461,732 00
Way freight, no acct. kept						
Express,.....	250 00	250 00	250 00	250 00	250 00	166 67
Transport of mails,....	883 34	883 33	883 33	883 34	883 33	758 33
Use of engines,.....	included in					
Use of cars,.....	frt. account.					
Rent,.....	71 12 $\frac{3}{4}$	71 12 $\frac{3}{4}$	71 12 $\frac{1}{2}$	71 12 $\frac{1}{2}$	71 12 $\frac{1}{2}$	71 12 $\frac{3}{8}$
Other earnings specified						
in detail as follows:						
Lumber down Conn. river	755,927 00	866,920 00	257,426 00	840,677 00	1,494,068 00	850,995 00
in feet,.....						

TABLE I.

ACCIDENTS.

None.

TABLE J.

NUMBER OF EMPLOYEES AND COMPENSATION.

2 Conductors of passenger trains,	\$ 1,060
3 Conductors of freight trains,	1,875
1 Master meehanie,	883 84
1 Road master,	795
42 Men in repair shops, average,	12,780 08
2 Enginemen of passenger trains,	1,350
5 Enginemen of freight trains, }	3,375
5 Enginemen of wood and gravel trains, }	
5 Firemen,	2,160
2 Baggage men,	1,035
3 Switch men,	904 20
25 Seetion men, (foreman,)	9,840 05
49 Seetion hands, average,	16,268 66
8 Watehmen, average,	3,500
18 Station agents,	6,772
10 Other laborers,	3,756 62
24 (average number) wood hands,	8,789 04
1 Clerk eonneeted with passenger busi- siness,	300
1 Clerk eonneeted with freight business,	240
1 Superintendent of bridges—salary, . . . }	860 75
Wood agent " " }	
Master Transportation }	1925
Ticket Master, }	
Cashier, }	

OFFICERS OF THE COMPANY.

HENRY KEYES, *President and Agent, Newbery*
 JOSIAH STICKNEY, *Vice President, Boston, Mass.*
 NATHANIEL P. LOVERING, *Treasurer* " "

SALARIES.

Superintendent,.....	1200,00
Treasurer.....	1500,00

STATE OF VERMONT, }
 CALEDONIA COUNTY, SS. }

I, Henry Keyes, depose and say, that the fact set forth and statements made in the foregoing report, which has been signed by me, are true and correct according to the best of my knowledge, information and belief

Signed, HENRY KEYES, *Pres't and Agent.*

Subscribed and sworn to before me this 7th day of September, A. D. 1864.

HUBBARD HASTINGS, *Master in Chancery.*

ANNUAL REPORT

OF THE RUTLAND & BURLINGTON RAILROAD
COMPANY, FOR THE YEAR ENDING
JUNE 30, 1864.

TABLE D.

CHARACTERISTICS OF ROAD.

Length of road,	119 miles, 2848 ft
“ “ completed,	119 miles, 2848 ft.
“ “ branches,	none
“ “ side tracks,	17 miles
Weight of rail per yard,	60 pounds

CHARACTER AND LENGTH OF BRIDGING.

	No. of structures	No. of spans	Length of bridging in feet.
Trestle bridging,	4	12	157
Truss bridging. 50 feet span and under,	5	5	197
Truss do. from 50 to 100 feet span,	11	12	852
Truss do. from 100 to 150 feet span,	18	29	3393
Truss do. 150 feet span and over,	4	4	667
Draw bridges,			
Totals,	42	62	5406

Number of road crossings at grade,	85
Number of road crossings above and below grade,	16
Number of cross ties per mile,	2112
Chairs, number per mile,	588
Whole number of switches on main track, ..	67

BUILDINGS AND FIXTURES.

Passenger houses,	30
Freight houses,	6
Engine houses,	3
Repair shops,	3
Water stations,	18
Dwellings,	6
Wood sheds,	18
Turn tables,	4

Other buildings, as follows :

Rail repair shops,	2
Lake House at Burlington,	

EQUIPMENT.

Number of locomotives owned by the company on the 30th day of June, 1864.

	Under 16 tons.	16 to 20.	20 to 25	25 to 30.	30 tons and over.
In good repair,	1	6	6		
Requiring slight repair,		4	3		
Requiring heavy repairs,			5		
Worn out,			1		

Number of cars owned by the company, June 30, 1864.

First class 8 wheel passenger cars in good repair,	12
First class 8 wheel passenger cars wanting repair,	4
Second class 8 wheel passenger cars in good repair,	2
Second class 8 wheel passenger cars wanting repair,	0
Baggage, express and mail cars in good repair, ..	6
Baggage, express and mail cars wanting repair,	1
Covered freight and cattle 8 wheel cars in good repair,	440
Covered freight and cattle 8 wheel cars wanting repair,	30
Platform 8 wheel cars in good repair,	95
Other freight cars,	23
Average weight of box cars,	about 8 tons
“ “ platform cars,	“ 7 “

TABLE E.

BUSINESS OF THE YEAR.

Miles run by passenger trains,	197,503
Miles run by freight trains,	298,398
Miles run by gravel and construction trains, ..	28,817
Miles run by wood trains,	25,369
Number of through passengers carried in cars,	65,685
Number of way passengers,	128,981
Number of miles travelled by way passengers, ..	3,072,385
Average distance travelled by way passengers, about	24 miles

Number of tons of through freight,	178,979
Number of tons of way freight,	21,711
Number of tons of freight carried 1 mile, . . .	789,555
Number of tons of through freight moved to- wards market,	11,802,572
Number of tons of through freight moved from market,	
Number of tons of way freight moved towards market,	
Number of tons of way freight moved from market,	
Average rate of speed of ordinary passenger trains, per hour,	25 miles
Average rate of speed of express trains per hour,	29 "
Average rate of speed of freight trains per hour,	12 "
Rate of fare charged 1st class through pas- sengers per mile,	about 3 cents
Rate of fare charged 1st class way passengers per mile,	about 3 1-4 cts
Average rate of fare charged 2d class passen- gers per mile,	very few, and variable
Rate per ton per mile charged on 1st class through freight,	5 1-4 cents
Rate per ton per mile charged on 2d class through freight,	4 1-4 cents
Rate per ton per mile charged on 3d class through freight,	3 1-2 cents
Rate per ton per mile, charged on 4th class through freight,	3 cents
Rate per ton per mile charged on 1st class way freight,	6 1-4 cents
Rate per ton per mile charged on 2d class	

way freight,	6 cents
Rate per ton per mile charged on 3d class	•
way freight,	3 3-4 cents
Rate per ton per mile charged on 4th class	
way freight,	3 3-4 cents
Total number of tons of freight carried 1 mile,	12,592,127
Total number of passengers carried 1 mile,	6,815,423

TABLE F.

EXPENSES OF MAINTAINING ROADWAY AND REAL ESTATE

For the year ending June 30, 1864.

Ordinary repairs of road bed & superstructure,	{	\$ 68,161 56
Extraordinary repairs of road bed,		
Cost of new rails used in repairs,	{	57,668 58
Number and weight of chairs,		
Weight of spikes,		
Cost of repairs of rails,		
Number of cross ties used for renewals,	{	19,090 43
Cost of same,		
Cost of relaying rails and ties,		
Insurance and taxes on real estate,		9,521 75
Repairs of bridges,		2,881 77
“ stations,		29,106 85
“ fences,		2,802 31
“ masonry,		395 94
Total,		\$189,629 19

COST OF REPAIRS OF MACHINERY.

Repairs of engines and tenders,	\$41,258 08
Repairs of passenger and baggage cars,	11,126 67
Repairs of freight cars,	43,036 08
Total,	95,420 83

TABLE G.

COST OF OPERATING THE ROAD.

For the year ending June 30, 1864.

Wood, including cost of preparing the same,	\$64,273,44
Waste,.....	2,051 65
Cost of oil and waste for engines and tenders, }	
“ “ passenger & baggage cars, }	9,942 61
“ “ freight cars,..... }	
Loss and damage of goods,.....	4,770 38
Loss and damage of baggage,.....	583 16
Damages for injuries to persons,..... }	
Damages to property, including fire and }	992 71
animals killed on road,..... }	
Porters and watchmen, }	
Switchmen,..... }	8,869 73
Other expenses in detail as follows :	
For salaries of Trustees, President, Direc- }	
tors, Secretaries, Treasurer and Super- }	\$11,621 80
intendent, }	
For printing, stationery and office expenses, }	
For law expenses,..... }	
Expenses passenger department,.....	29,255 59
Expenses freight department,.....	61,438 61
Removing ice and snow,.....	962 61
Mail service,.....	1,230 43
Land damages,.....	178 25
Total,	\$196,170 96

RECAPITULATION OF EXPENSES.

Maintaining roadway,.....	189,629 19
Repairs of Machinery,.....	95,420 83

Operating,.....	}	196,170 96
Proportion of expenses due to passenger business,.....		
Proportion of expenses due to freight business,.....		
Total,.....		481,220 98

TABLE H.

EARNINGS, RECEIPTS AND PAYMENTS.

Earnings and Receipts.

From passengers,.....	\$219,347 95
From freight,.....	366,998 58
From other sources, viz :	
Expresses,	\$8,166 64
Mails,	15,500 00
Rents,	5,291 77
Interest,.....	5,591 01

Payments other than for Construction.

For transportation expenses, viz :

For passenger business,.....	\$29,255 59
For freight business,.....	61,438 61
For other business, and what,.....	390,526 78

See previous page for expenses.

VALUE OF MATERIALS ON HAND.

Shop stock,.....	\$98,628 27
Wood, value of,.....	20,247 75

DETAILS OF EARNINGS FOR THE YEAR ENDING MAY 31st, 1864.

SOURCE.	JULY, 1864.	AUGUST.	SEPT., 1863.	OCTOBER.	NOVEMBER.	DECEMBER.
Through passengers,....	16,109 75	16,700 21	10,089 16	8,658 67	6,973 51	8,914 47
Way passengers,.....	10,117 17	13,078 10	10,566 93	7,151 84	5,887 32	8,053 68
Through freight,.....	29,385 40	31,025 70	20,573 73	25,017 08	28,874 64	18,280 14
Way freight,.....	4,199 28	4,771 12	2,107 32	3,594 47	3,428 13	1,791 64
Express,.....	750 00	750 00	583 33	583 33	583 33	583 33
Transport of mails,.....	1,201 67	1,291 67	1,291 66	1,291 67	1,291 67	1,291 66
Rent,.....	467 54	467 54	353 87	353 87	353 87	631 70

EARNINGS (CONTINUED.)

SOURCE.	JAN., 1864.	FEBRUARY.	MARCH.	APRIL.	MAY.	JUNE.
Through passengers,.....	8,534 80	6,603 40	8,198 58	7,919 31	10,308 76	9,317 95
Way passengers,.....	6,754 22	7,064 63	8,704 48	7,982 54	7,167 97	8,490 50
Through freight,.....	34,661 21	25,516 53	27,488 85	21,112 89	31,925 45	34,771 77
Way freight,.....	1,867 01	2,577 22	3,011 69	4,015 91	3,740 46	3,250 87
Transport of mails,.....	1,291 67	1,291 67	1,291 66	1,291 67	1,291 67	1,291 66
Express,.....	666 66	666 66	750 00	750 00	750 00	750 00
Rent,.....	446 70	466 70	446 70	446 70	437 70	438 88

TABLE I.

ACCIDENTS.

	EMPLOYEES.		OTHERS.	
	killed.	injured.	killed.	injured.
Trains thrown from track.....				3
Struck by bridge while on top of freight car.....	1			
Ran over while walking on track.....				
Injured at road crossing.....				
Otherwise.....				
Total.....				

Total number of persons killed, 1

Total number of persons injured but not killed, 3

TABLE J.

NUMBER OF EMPLOYEES AND COMPENSATION.

5 Conductors of passenger trains, per month,	\$60 to 75
7 Conductors of freight trains, " "	45 to 55
2 Conductors of wood & gravel trains " "	50
4 Master mechanics and foremen, " "	60 to 100
2 Road masters, " "	76 77
113 Men in repair shops, " "	1 25 to 3 per day
5 Enginemen of passenger trains, " "	70 to 75 per month
10 Enginemen of freight trains, " "	60 to 75 " "
3 Enginemen of wood and gravel trains " "	60 to 75 " "
18 Firemen, " "	1 50 to 1 75 per day
4 Baggage men, " "	50 to 60 per month
9 Switch men, " "	1 50 per day
21 Section men, (foreman,) " "	50 per month
140 Section hands, " "	1 50 per day
16 Watchmen, " "	1 50 to 1 75 per day

29 Station agents,.....	10 to 83 33 per month	
45 Other laborers,.....	1 50 per day	
3 Clerks connected with passenger business,.....	50 to 100 per month	
3 Clerks connected with freight business,.....	16 to 100	"
Superintendent of bridges—salary,....	100	"
Wood agent,.....		

Trustees Second Mortgage,

In acc't with Rutland & Burlington Railroad.

August 31, 1864,

To net earnings Aug. 31, 1863,.....	\$632,633 86
To net earnings current year,.....	139,674 90

Total,.....	\$772,308 76
-------------	--------------

By coupons paid,.....	\$310,292 56	
fuel on hand,.....	20,247 75	
shop stock,.....	98,628 27	
real estate,.....	37,623 18	
locomotives,.....	54,053 81	
cars,.....	33,551 24	
sleeping cars,.....	22,695 33	
tools.....	4,159 00	
round house,.....	15,634 37	
		596,885 45
cash,.....	42,820 54	
connecting roads,.....	5,652 33	
stations,.....	6,641 63	
agents,.....	1,544 04	
sundry accounts,.....	118,764 77	
		175,423 31
		\$772,308 76

STATE OF VERMONT, } 7th day of October, 1864.
 RUTLAND COUNTY, SS. }

I, George B. Gibbons, treasurer of the trustees second mortgage, Rutland & Burlington Railroad Company, do solemnly swear that the above is a true statement of the condition of the finances of said company, their trustees, or assignees or lessees, on the 31st day of August, 1864.

GEO. B. GIBBONS, *Treasurer.*

Sworn before me,

G. H. RICE, *Justice of the Peace.*

OFFICERS OF THE COMPANY.

ALBERT L. CATLIN, *President,*

JOHN A. CONANT,

JOHN B. PAGE,

J. H. WILLIAMS,

E. J. PHELPS,

GEO. B. EDMUNDS,

H. H. BAXTER.

EDWARD A. BRICHARD, }
 JOHN E. PAGE, } *Trustees,*

GEO. B. GIBBONS, *Treasurer.*

STATE OF VERMONT, } October 7th, 1864.
 RUTLAND COUNTY, SS. }

I, John B. Page, trustee, depose and say that the facts set forth, and statements made in the foregoing report, which has been signed by me, are true and correct, according to the best of my knowledge, information and belief.

Signed,

JOHN B. PAGE.

Subscribed and sworn to before me, this 7th day of October, A. D. 1864.

G. H. RICE, *Railroad Commissioner.*

ANNUAL REPORT

OF THE RUTLAND & WHITEHALL RAILROAD COMPANY FOR THE YEAR ENDING JUNE 30, 1864.

The road of this company, together with their rolling stock, including two locomotives, five passenger, and thirty-two freight cars, is leased, perpetually, under a power contained in their charter, to the Saratoga & Whitehall Railroad company, at a rent equal to six per cent., per annum, payable quarter-yearly, upon the full amount of the capital stock, which is two hundred and fifty-five thousand and seven hundred dollars. The length of the road, including the Hydeville branch, is eight miles and a fraction. The number of depots three, with freight houses attached, one turn table, one engine house, one wood shed and four bridges. The number of turn-outs is twelve. This road extends from the west line of the town of Fairhaven, east to the village of Castleton, where it connects with the road of the Rutland & Washington Railroad company.

No accidents to persons have occurred on this road during the year, with a single exception. An aged, deaf female was run over and killed, while walking on the track in the night time, in the town of Castleton, by the freight train.

The road of this company together with the aforesaid bridges and buildings, is, and has been during the year, in a tolerable state of repair, at least such as to render traveling safe and commodious. The road is operated by the lessees in connection with their railroad in the State of New York and no separate account is or ever has been kept of the earnings or expenses attending its operation, or its business. The rents due for the last year have been paid and the same distributed to the stockholders quarterly, and the company owes no debt of any description, nor have they any surplus in other funds.

The following are the officers of the company :

A. W. HYDE, of Castleton,	} Directors.
WM. C. KITTREDGE, of Fairhaven,	
ISRAEL DAVEY, of Fairhaven,	
W. W. COOK, of Whitehall,	
G. R. I. BOWDOIN, of New York.	}

A. W. HYDE, *President,*

W. W. COOK, *Vice President,*

WM. C. KITTREDGE, *Clerk, Treasurer and
Transfer Agent.*

To the Railroad Commissioner of the State of Vermont.

FAIRHAVEN, Oct. 5, 1864.

In behalf of the Board of Directors,

WM. C. KITTREDGE, *Director.*

STATE OF VERMONT, }
RUTLAND COUNTY, SS. }

I, Wm. C. Kittredge, depose and say that the facts set forth and the statements made in the foregoing report which has been signed by me are true and correct according to the best of my knowledge, information and belief.

WM. C. KITTREDGE.

Subscribed and sworn to before me this 5th day of October, 1864.

C. REED, *Justice of the Peace.*